

THE KELL A40 ROAD IMPROVEMENT SCHEME, PEMBROKESHIRE. ARCHAEOLOGICAL WATCHING BRIEF

March 2010



Prepared by Dyfed Archaeological Trust
For the South Wales Trunk Road Agency



ymddiriedolaeth archaeolegol
DYFED
archaeological trust

DYFED ARCHAEOLOGICAL TRUST

**RHIF YR ADRODDIAD / REPORT NO. 2010/68
RHIF Y PROSIECT / PROJECT RECORD NO. 99277**

Mawrth 2010
March 2010

**THE KELL ROAD IMPROVEMENT SCHEME,
PEMBROKESHIRE
ARCHAEOLOGICAL WATCHING BRIEF**

Gan / By

ANDREW SHOBBROOK

Paratowyd yr adroddiad yma at ddefnydd y cwsmer yn unig. Ni dderbynnir cyfrifoldeb gan Ymddiriedolaeth Archaeolegol Dyfed Cyf am ei ddefnyddio gan unrhyw berson na phersonau eraill a fydd yn ei ddarllen neu ddibynnu ar y gwybodaeth y mae'n ei gynnwys

The report has been prepared for the specific use of the client. Dyfed Archaeological Trust Limited can accept no responsibility for its use by any other person or persons who may read it or rely on the information it contains.

Ymddiriedolaeth Archaeolegol Dyfed Cyf
Neuadd y Sir, Stryd Caerfyrddin, Llandeilo, Sir
Gaerfyrddin SA19 6AF
Ffon: Ymholiadau Cyffredinol 01558 823121
Adran Rheoli Treftadaeth 01558 823131
Ffacs: 01558 823133
Ebost: info@dyfedarchaeology.org.uk
Gwefan: www.archaeolegdyfed.org.uk

Dyfed Archaeological Trust Limited
The Shire Hall, Carmarthen Street, Llandeilo,
Carmarthenshire SA19 6AF
Tel: General Enquiries 01558 823121
Heritage Management Section 01558 823131
Fax: 01558 823133
Email: info@dyfedarchaeology.org.uk
Website: www.dyfedarchaeology.org.uk

Cwmni cyfyngedig (1198990) ynghyd ag elusen gofrestredig (504616) yw'r Ymddiriedolaeth. The Trust is both a Limited Company (No. 1198990) and a Registered Charity (No. 504616)

**CADEIRYDD CHAIRMAN: C R MUSSON MBE B Arch FSA MIFA. CYFARWYDDWR
DIRECTOR: K MURPHY BA MIFA**

CONTENTS

SUMMARY	1
INTRODUCTION	2
Project Commission	2
Scope of the Project	2
Report Outline	2
Abbreviations	2
Illustrations	2
THE SITE	3
Location and Topography	3
Archaeological Background	3
ARCHAEOLOGICAL WATCHING BRIEF	4
Methodology	4
Results	4
Field 1	
Field 2 & 3	
CONCLUSIONS	5
SOURCES	6
ILLUSTRATIONS	
Figure 1: Location map	7
Figure 2: Extract of 1 st edition Ordnance Survey map (1891) showing route of road improvement	8
Figure 3: Extract of 2 nd edition Ordnance Survey map (1907) showing route of road improvement	8
Figure 4: Plan of the road scheme showing field numbers	9
TABLES	
Table 1: Archaeological and historical timeline for Wales	10
Table 2: Recorded archaeological sites within close proximity to the road improvement scheme	10
PHOTOGRAPHS	
Photo 1: Modern post hole before excavation	11
Photo 2: Modern post hole after excavation	11
Photo 3: Pit before excavation	12
Photo 4: Pit after excavation	12
Photo 5: Photo of machine excavating topsoil in Field 2	13

THE KELL ROAD IMPROVEMENT SCHEME, PEMBROKESHIRE: ARCHAEOLOGICAL WATCHING BRIEF

SUMMARY

This report has been produced by Dyfed Archaeological Trust Field on behalf of the South Wales Trunk Agency. It presents the results of an archaeological watching brief undertaken on topsoil stripping associated with the Kell A40 Road Improvement Scheme, Pembrokeshire. which commences at NGR SM 95740 22260 and rejoins the A40 at NGR SM 9584022710.

The road improvement scheme is situated on the A40 trunk road between Haverfordwest and Fishguard at a point where several road traffic accidents have occurred due to a bend in the corner of the present road. The new scheme will remove this bend, replacing it with a straight route through agricultural fields to the east of the existing road. The new section of road commences in the south at the Old Mill and rejoins the existing road 525m to the north.

The Regional Historic Environment Record (HER) has no record of known archaeological or historical sites on the route of the scheme, although there are a number of sites recorded nearby. These sites range in date from the Prehistoric period up to the Post medieval period. Although none of these sites would be directly affected by the new road improvement, their increases the potential for hitherto unknown archaeological features and deposits to be encountered along the route. Due to this fact, the archaeological advisors to Pembrokeshire County Council recommended that an archaeological watching brief be maintained during all major episodes of ground breaking and topsoil stripping.

The archaeological watching brief identified a single pit of unknown date. Several struck flints, provisionally considered likely to be of Late Bronze Age origin were also recovered. No other archaeological features were discovered along the route of the construction of the new section of road.

INTRODUCTION

Project Commission

Following a cultural heritage desk based assessment undertaken by Excal in April 2007 (as part of an EIA for the scheme), and following consultation with Charles Hill as regional archaeological advisor, Dyfed Archaeological Trust Field Services were commissioned by Pembrokeshire County Council to undertake an archaeological watching brief on behalf of the South Wales Trunk Road Agency during ground-works associated with construction of a new Section of road at the Kell, Pembrokeshire between NGR SM 95740 22260 and NGR SM 95840 22710 (Figure 1).

A Written Scheme of Investigation detailing the proposed archaeological works and methodology was prepared by Dyfed Archaeological Trust and was approved by all parties prior to the works commencing.

Scope of the Project

The project was undertaken to record any archaeological features or deposits exposed during earth moving or ground breaking during the topsoil strip for the road improvement scheme.

Report Outline

This report describes the location of the site along with its archaeological background before summarising the watching brief results and the conclusions based on those results.

Abbreviations

Sites recorded on the Regional Historic Environment Record (HER) are identified by their Primary Record Number (PRN) and located by their National Grid Reference (NGR).

Illustrations

Record photographs are included at back of the report. Printed map extracts are not necessarily reproduced to their original scale and are illustrative only.

THE SITE

Location

The Kell A40 road improvement commences at NGR SM 95740 22260 and finishes at SM 95840 22710 (Figure 1 and 4) between Haverfordwest and Fishguard.

Archaeological Background

Although there are no known archaeological sites on the route of the new road, a number of sites are recorded nearby (see table 2). These sites range in date from the Prehistoric period to the Post medieval period. None of the sites would be directly affected by the proposed road scheme.

Nearby sites of archaeological and historical interest include three Scheduled Ancient Monuments (SAMs): the Iron Age hill fort earthwork remains of Great Treffgarne Wood Camp (SAM no. PE427; PRN 2465) situated 0.9km to the north of the scheme. Hazel Grove Camp (North) (SAM no. PE251; PRN 2467) and Hazel Grove (South) (SAM no. PE252; PRN 2468) are both Iron Age hill forts situated 1.2km northeast of the scheme. There is also a Neolithic\Bronze Age stone circle (DAT PRN 47631) located 1.2km northeast of the scheme. The presence of these sites indicates that there was a considerable amount of prehistoric settlement in the area, generally increasing the potential for unknown prehistoric archaeology to be present within the pipeline route. There are also a number of post medieval sites within the vicinity of the proposed scheme ranging from domestic settlement to evidence for agricultural and quarrying practices. To the immediate west of the proposed scheme is a building of Post medieval date called the Border (PRN 46892).

Map evidence indicates that from at least the early 19th century the development area was utilised as agricultural land (Ordnance Survey, 1889 and 1907; Figures 2 & 3).

ARCHAEOLOGICAL WATCHING BRIEF

Methodology

The archaeological watching brief methodology consisted of seven site visits being undertaken to monitor topsoil stripping ahead of the construction of the new section of road. The watching brief visits were undertaken on the 17th- 19th of February and again on the 22nd -24th of the same month. The visit on the 24th was only a half-day visit as severe weather halted groundwork's. A final visit was undertaken on the 2nd of March 2010.

The topsoil stripping of the road route began at the southern end of the scheme. A 360 excavator using a toothless bucket removed the topsoil was then transported to a holding area with a ten ton dumper. The groundworks moved north along the scheme through three fields, numbered Field 1, Field 2 and Field 3 (See Figure 4).

Results

Field 1

The topsoil of Field 1 consisted of a mid brown silty clay which contained occasional small pieces of post medieval pot and brick. These inclusions were most frequent towards the southern road hedge line. The topsoil measured 0.10m in depth. Underlying the topsoil a light brown silty clay subsoil was encountered which had a average depth of 0.21m. The natural undisturbed subsoil occurred at a depth 0.31m from ground level and was a light greyish brown silty clay.

One piece of worked flint was recovered from a modern posthole, which was situated towards the southern end of Field 1 (photos 1 & 2). Other evidence indicated that the post hole was of modern origin, suggesting the presence of the flint was coincidental.

At the northern extremity of Field 1 a pit, with a maximum diameter of 0.55m and a maximum depth of 0.24m was revealed (photos 3 & 4). The fill of the pit contained a light greyish brown silty clay with inclusions of small\medium sub angular stones and rare flecks of charcoal. No dateable artefacts were found within the fill and the date of the pit is unknown.

Field 2 & Field 3

At the southern end of Field 2, immediately under the topsoil, a redeposited light yellowish brown silty clay was revealed continuing north for 12m from the boundary ditch (dividing Field 1 and 2). This redeposited natural appeared to have been spread across the field from the excavation of the field boundary ditch.

The soil profiles in Fields 2 and 3 were the same. The topsoil consisted of a mid brown silty clay which had a maximum depth of 0.12m (photo 5). Underlying the topsoil was a light brown silty clay subsoil which had a maximum depth of 0.22m. The natural undisturbed subsoil was a light yellowish brown silty clay which occurred at a depth of 0.34m.

No archaeological features were found within Fields 2 or 3, however 19 pieces of struck flint were found within an area stretching 20 metres south into Field 2 and 10m north into Field 3, on either side of the field boundary. The flints were all found lying on the natural subsoil and were not within any cut features.

CONCLUSIONS

The watching brief identified a single pit of potential archaeological interest, but in the absence of any obvious dating evidence it remains of unknown date.

19 pieces of struck flint were recovered from an area at the northern end of Field 2 and southern end of Field 3. The majority of these flints were undiagnostic waste fragments, but the few pieces showing definite evidence of having been intentionally worked are thought most likely to date from the Late Bronze Age (L Austin pers. comm.). No features, deposits or buried soil horizons that might have been associated with the flints were identified. It seems likely that agricultural activity has resulted in the dispersion of the flint over an extensive area, and has destroyed all evidence of its original context.

A water trough around 10m to the north of the scatter along the field boundary dividing Field 2 and 3 is thought to be fed by a natural spring. It is possible that this may have formed a focus for activity in the Bronze Age, resulting in the deposition of the flint material. Such locations can also be associated with a type of archaeological feature known as a 'burnt mound' (Rees, 1992, 34). No evidence for a burnt mound was, however, discovered on this watching brief.

If the presence of struck flint was considered to be evidence of Bronze Age settlement in the immediate area, No other supporting evidence has survived.

No other archaeological features or finds were discovered along the course of groundwork's for the road improvement.

No need for further archaeological mitigation during the road scheme has been identified as a result of the watching brief.

SOURCES

Map

Ordnance Survey 1891 1:10560 Pembrokeshire Sheet XXIINE

Ordnance Survey 1908 1:10560 Pembrokeshire Sheet XXIINE

Ordnance Survey 1:50,000 St David's & Haverfordwest.

Published sources

Rees, 1992. A Guide to Ancient and Historic Wales. Dyfed. London: HMSO.

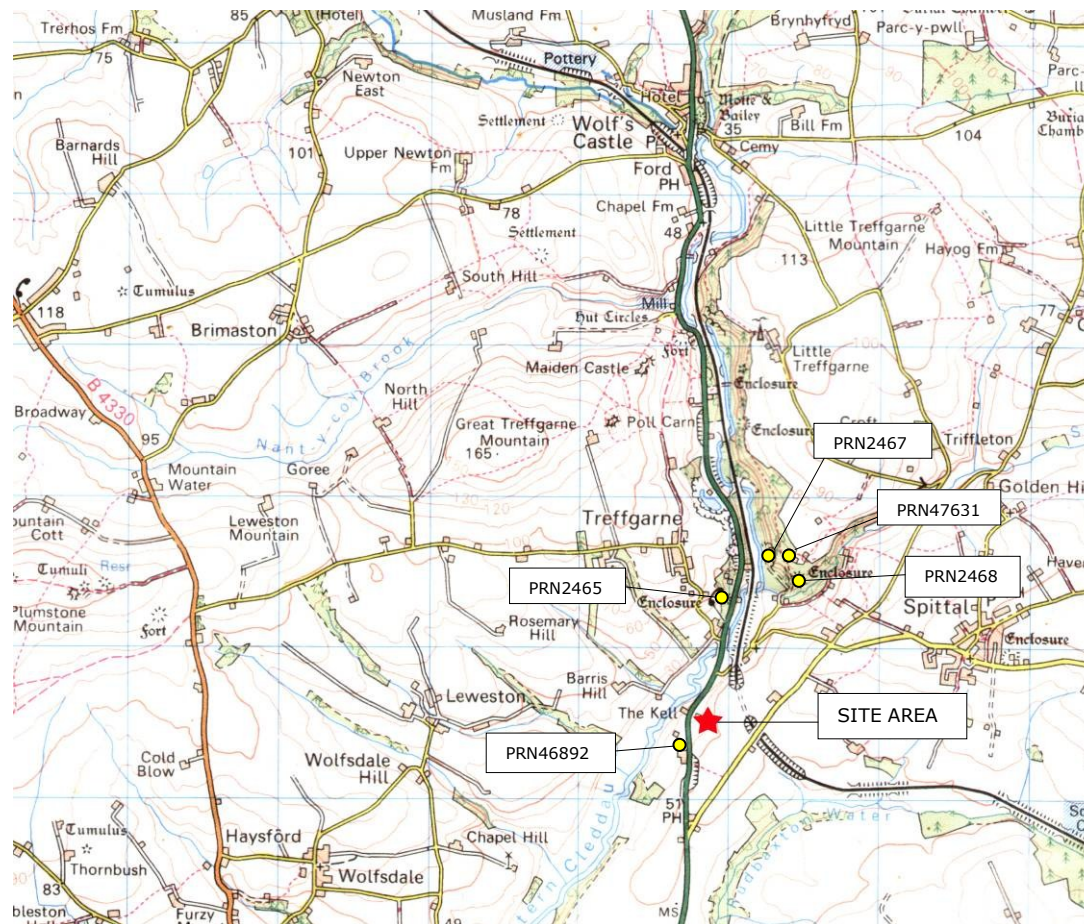


Figure 1: Location map of watching brief site based on the Ordnance Survey, The Kell area shown by red star, and HER references mentioned in the text as yellow circles

Reproduced from the 1995 Ordnance Survey 1:50,000 scale Landranger Map with the permission of The Controller of Her Majesty's Stationery Office, © Crown Copyright Dyfed Archaeological Trust Ltd., The Shire Hall, Carmarthen Street, Llandeilo, Carmarthenshire SA19 6AF. Licence No AL51842A



Figure 2: Extract of 1st edition Ordnance Survey Map (1891) showing route of road improvement.

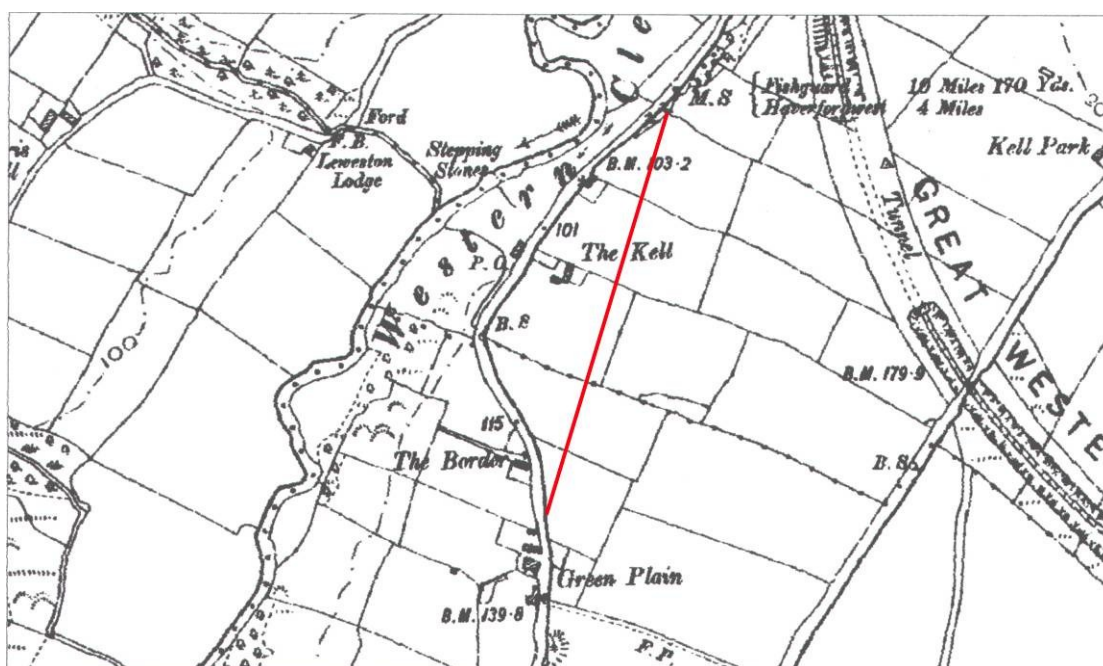
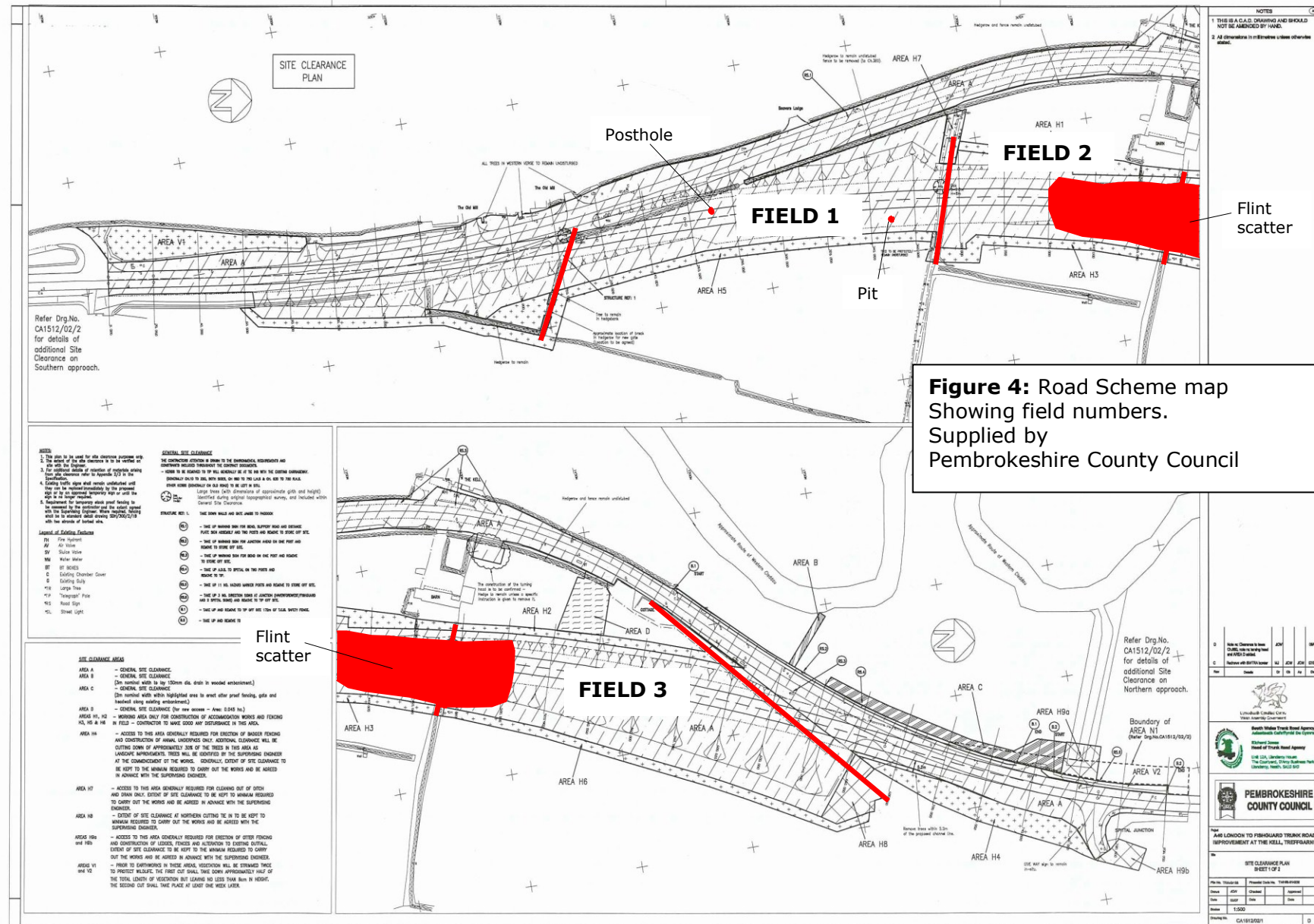


Figure 3: Extract of 2nd edition Ordnance Survey Map (1907) showing route of road improvement.



PERIOD	APPROXIMATE DATE
Palaeolithic	c.225,000 BC – 10,000 BC
Mesolithic	c.10,000 BC – c.3500 BC
Neolithic	c.3500 BC – c.2000 BC
Bronze Age	c.2000 BC – c.600 BC
Iron Age	c.600 BC – 43 AD
Roman	43 AD – 410 AD
Early Medieval	410 AD - 1066
Medieval	1066 - 1485
Post Medieval	1485 – c.1900
Modern	c.1900 onwards

Table 1: Archaeological and historical timeline for Wales.

PRN	NGR	SITE NAME	FORM	PERIOD
47631	SM 964 253	Little Treffgarne	Stone Circle	Neolithic\Bronze Age
2465	SM 9600 2334	Pant Llandron;Great Treffgarne wood	Earthwork	Iron Age
2467	SM 9638 2357	Hazel Grove (N)	Earthwork	Iron Age
2468	SM 9644 2346	Hazel Grove (S)	Earthwork	Iron Age
46892	SM 9572 2239	Border	Building	Post Medieval

Table 2: Recorded archaeological sites close to the road improvement scheme.



Photo 1: Pre excavation photo of modern post hole.



Photo 2: Modern post hole half excavated.



Photo 3: Pre-excavation photo of pit.



Photo 4: Photo of half sectioned pit.



Photo 5: Photo of machine excavating topsoil in Field 2.

THE KELL ROAD IMPROVEMENT SCHEME, PEMBROKESHIRE ARCHAEOLOGICAL WATCHING BRIEF

**RHIF YR ADRODDIAD / REPORT NO. 2010/24
RHIF Y PROSIECT / PROJECT RECORD NO. 99277**

Mawrth 2010
March 2010

Paratowyd yr adroddiad hwn gan / This report has been prepared by

Andrew Shobbrook

Swydd / Position: Archaeologist

Llofnod / Signature Date

Mae'r adroddiad hwn wedi ei gael yn gywir a derbyn sêl bendith
This report has been checked and approved by

James Meek

ar ran Ymddiriedolaeth Archaeolegol Dyfed Cyf.
on behalf of Dyfed Archaeological Trust Ltd.

Swydd / Position: Head of Field Services

Llofnod / Signature Date

*Yn unol â'n nôd i roddi gwasanaeth o ansawdd uchel, croesawn unrhyw sylwadau sydd
gennych ar gynnwys neu strwythur yr adroddiad hwn*

*As part of our desire to provide a quality service we would welcome any comments you
may have on the content or presentation of this report*